RIGHTS OF TELEGRAPH COMPANIES. THE WESTERN UNION'S ATTEMPT TO PREVENT COM-

LOCAL MISCELLANY.

PETITION DEFEATED IN OHIO-EFFORT IN THE DOWLEY SUIT TO INVESTIGATE THE ACCOUNTS. A private dispatch was received yesterday by the officers of the Atlantic and Pacific Telegraph Company, stating that Judge Bingham of Columbus, Ohio, had overruled the motion made on behalf of the Western Union Telegraph Company, to set aside the decision of Judge Green, rendered July 11, in which exclusive grants to a telegraph company were declared to be against public policy, and therefore vold. Judge Bingnam, it is stated, takes the same view of the matter as that advanced by Judge Green, namely: That the contract between the Western Union and the railroad company (the Central Ohio) was made under a misapprehension of the powers of the latter to make such contracts as that under consideration, in which it was agreed that the railroad company should furnish the poles and pay a stipulated sum for one wire, instruments, &c., furnished by the Western Union; a.c., that at "all places where the railroad company shall have a telegraph office and the telegraph company shall not, the person having charge of the office shall have and send all messages that may be offered, he being paid therefor the usual tariff, and shall pay over to the felegraph company one-half of all the money thus cereived, and shall account to and obey the rules of the tenegraph

company pertaining to said business."

This, Judge Green argues, is in the nature of a partner ship between the contracting corporations, and if the milroad company nay, by contract with a telegraph company, operate a line of telegraph for the transaction of the general public business over the line of its road, it may also operate the whole line of telegraph for hire; at this it cannot do for the reason that it had not the torporate capacity to carry on such business. But if the railroad company had been authorized to do a telegraph business, and had the capacity to make a contract to carry it on in partnership, the contract would still be told, because the management of the business was by the terms of the contract to be under the exclusive direction and control of the telegraph company, which would be contrary to the terms of the act under which

the railroad was incorporated.

Another clause in the contract was as follows: "The railroad company is not to permit any other telegraph railroad company is not to permit any other telegraph company or individual to build or operate a line of telegraph along its road or any part thereof." Judge Green declares that so far as the railroad company does no act which affects injuriously the right of the telegraph company to be protected from competition by rival enterprise, it may manage its own business in its own way. But, on the other hand, the only duty the railroad company is bound to perform is to furnish and put up one wire, with a set of instruments, for which it receives payment. There is even nothing to prevent the railroad company from abandoning the contract at any time it may think proper. In this he thinks there is a manifest absence of matunity. The contract cannot be excented so as to secure to the railroad company "the benefits contemplated to inner to it, while it imposes on that corporation burdens involving large expenditures from time to time, without any corresponding advantage or compensation. It is hard, unjust, and oppressive, and the application to enforce it by injunction does not, in my opinion, come recommended by the dictates of conscience, or the principles of justice." Again, "the public have a deep interest in the establishment and operation of lines of telegraphic communication, and it would be inequitable that the rights of the community should be sacrificed to insure the alleged privileges of the plaintiff from all possible damages. In view of the facts of the case, showing that these corporations are not the only parties interested in the contract, and that the public at large have a deep interest in it, it would, in my opinion, be an unwarrantable exercise of power in a court of chancery to grant an animation."

The decision of Judge Bingham overruling the motion company or individual to build or operate a line of tele-

deep interest in it, it was deep interest in it, it was a deep interest in it, it was a deep interest in it is a court of randal national grant an intention."

The decision of Judge Bingham overruling the motion. The decision of Judge Green's and Pacific Telegraph and Pacific Telegraph. The decision of Judge Bingham overruling the motion of the Western Union Corupany to set aside Judge Green's decision will emaile the Atlantic and Pacific Telegraph Company, it is stated, to make use of a line of wire through Ohio that has been idle since the beginning of this year. It is also regarded by the managers of the Atlantic and Pacific Company as a special triumph in their effects to establish lines in all parts of the country, in competition with the Western Union and in the interest of low telegraph rates.

In relation to the suit of Levi A. Dowley against the Western Union Company, brought to prevent the payment of the last quarterly dividend of that company, it is stated that several steckholders intend to join him in his efforts to obtain all the facts in relation to the recent transactions of the company, now that they realize the

is stated that several stockholders intended of John and his efforces to obtain all the facts in telation to the recent transactions of the company, now that they realize the determined opposition the officers are making. It is also stated that when the question of granding an order requiring the company to produce all its books showing recepts and expenditure for the first six menths of the current year, was before the court. President Orton stated to plantiffs counsel that such an order was whelly unnecessary, as every book and paper in the office bearing upon the subject would be placed before the counsel at any time he might designate. As this order was made publicly in open court. Mr. Guiteau, the counsel, soit bound to accept it, aut on subsequently going to the Western Union office for the purpose, be was informed that the favor could not be greated him as counsel. No objection would be made to him individually locking over the papers, but an investigation could not be made by an accommant without an order from court. Thus the defendant's counsel now be dever they will be able to obtain when the case comes up again on Sept. 5.

MEETING OF THE BOARD OF ALDERMEN-RESOLU-HON SUBMITTED FOR THE REMOVAL OF THE EMIGRANT DEPOT FROM THE BATTERY.

The Board of Aldermen met yesterday afternoen, and endeavored to extend the time for the comple-tion of the work on Tompkins-square until Sept. 36, but the measure failed to receive the vote required by the city charter and was again laid over. The Belgian or fifth-st., between First and Second-aves. The Commismissioner of Public Works was amborized to build a in One-hundred-and-fifty-second-st., between Tenth and St. Nicholas-aves. A resolution to have ave., from Forty-ninth to Sixty-seventh-st., paved with Belgian pavement, was also adopted. On motion of Alderman Bryan Reilly, the Commissioner of Public Works was requested to report as to the alleged impurity of the Croton water, and what measures could be adopted to remedy the evil, if any. A petition of property owners, asking that the improved method of removing ashes and garbage, by means of vanits under the sidewalks, should be used in this city, was referred. On the petition of the order of Good Templars the Park Commissioners were requested to put in good order the fountain at the junction of Broadway, Sixth-ave., and Thirty third-st. A public pound was established on Tenth-ave., between Ninety-ninth and One-hundredth-sts. The counsel to the corporation sent an opinion to the Board that it would not be lawful for it to impose a license fee for selling goods by sample. Alderman Pinckney presented the following preamble

to impose a license fee for selling goods by sample. Adderman Pinckney presented the following preamble and resolution, which were laid over:

Whereas, The people of the City of New-York have at various times, through the public press and otherwise, manifested their disapproval of the scenariney of Castle Garden as a depot for the reception of emigrants, and been desirous of having the site thereof put in condition for use as a pleasure resort in connection with the Battery Park; and

Whereas, There are several cligable sites not remote from the present one which it is believed present greater advantages (particularly in the Harber of New-York), now the property of the United States, originally ceded by the State of New-York for military purposes and nanoccupied by the general Government, the recession of one of which to the State for the purposes indicated herein could doubtless be obtained by simply asking for military for the could doubtless be obtained by simply asking for R, notably Fort Lafayette, a meet cligible location; and

Whereas, By Section 17, Chapter 757, Laws of 1873, the Commissioners of the Sinking Fund are authorized to soil or lease the property of fine city only at public anetion or in scaled bids for the highest retural, and consequently the further occupancy of Gastle Garden as an emigrant depot can only be permitted by the said countissioners refraining or refusing to advertise the lease thereof at public auction or on scaled bids; therefore

Resolved, That the Chairman of the Committee on Pinance of this Board, its representative in the Board of Commissioners of the Sinking Fund, be directed and instructed to oppose any further occupation of Castle Garden as an emigrant depot for a longer period of time than the 1st day of May next, which will give smple time for the Commissioners of the Sinking Fund, be directed and instructed to oppose any further occupation to procure through the authorities of the Sinke of New-York a cession of Fort Lafayette or other suitable site from the Govern

CONDITION OF THE PAVEMENTS. NECESSITY OF IMPROVEMENTS AND REPAIRS-COM-

MISSIONER CAMPBELL'S RECOMMENDATIONS. The condition of the pavements of this city and the urgent need of improvements and repairs are fully presented in the quarterly report of the Commismoner of Public Works, which makes the following state-

ments with others:

During the quarter twelve pavement contracts, covering 74,703 square yards of new pavement, have been completed. The average price per square yard was \$1.37. The repairs of pavements have been prosecuted with all the vigor that the means at our disposal would permit, but the appropriation has been found inadequate to meet the very pressing demands for renewals and repairs. It is evident that immediate and efficient steps must be taken to renew and repair the pavements of many of the streets and avenues in the populous and business portions of the city. Such a course is imperatively demanded by the interests of commerce, the health of the inhabitanta, and the prosperity and credit of this great metropolts. While large outlays have been made in the construction of boulevards, and the pavement in a sabments with others: tarts, and the prosperity and credit of this great metropolts. While large outlays have been made in the construction of boulevards, and the pavement in a substantial manner of the upper portion of the city, the thoroughlares of commerce in the lower wards have been sadly neglected. My attention is almost every day called by merchants and others to the unsafe condition of these streets, and to the absolute necessity of making prompt repairs of the pavements, so that traffic shall no longer be impeded. So far as the appropriation has sufficed, these demands have been compiled with, and in several cases continuous squares have been entirely repaired with stone blocks, but in most instances it has only been found possible to make repairs of a mere temporary character. I am decidedly of the opinion that for the next year, and for two or three years thereafter,

adopted in order to meet the urgent necessities to which I have alluded.

The following statement shows the extent of the different kinds of pavements in the city on the 1st of Au-

Length in mics. in feet.
...90 4,780
20.73 109,509
86,10 454,666
145,49 768,197
19.51 103,050
18.23 96,502 528,420 721,180 73,505

others, to that is now the dome is to remedy the evil with
the least possible delay, and in the most perfect and
economical anamer.

There are 86 miles of cobble pavement in the city,
many of the streets in which this rude superstructure is
laid being important thoroughfares, such as West Broadway, portions of First and Second-aves, Washington,
Greenwich, South, Front, West, and other streets, most
of wideh are in a very bad condition, some of them not
naving been repaired for many years. The most important of the streets now paved with cobble should also be
repayed with stone blocks within the next three years,
dividing the work between 1877, 1878, and 1879, in such
proportion as shall be found most advisable. The less dividing the work between 1877, 1878, and the proportion as shall be found most advisable. The less irrequented streets on which cobble is now laid, and which require repairs, may be repayed with the same stone at a moderate cost, and will taus answer for some time to come, though it is to be hoped that this antiquated payement will entirely disappear before the lapse

quated pavement with entarty dissipact whole is reported another decade.

To carry out the measures of improvement in street pavements above proposed, a large appropriation will be required for the cusuing year, and it is my intention to make application to the locard of Estimate and Appertionment to provide the necessary means in the budget for 1377. I propose to ask for an appropriation of \$500,000 for repayment during the year 1877, and also for the additional sum of \$250,000 for repairs of pave-

for the additional sum of \$250,000 for repairments.

These respective sums of money may in the abstract appear large, considering the importance of reducing taxation, out when viewed with reference to the great interests of commerce, leadth, safety, and convenience, and to the lasting benefits which shelf outlay will achieve. I feel assured that the expenditure will meet with general acceptance and approval. Regarded simply as a matter of economy, the plan suggested will, in my opinion, commend itself to the taxpayers. Though the first onliny for one, two, or three years will be considered. first ontiny for one, two, or three years will be cons able, yet when the streets are once pixed in a substa-and durable manner, the cost of their maintenance repair will require but a small expenditure annually.

THE GREAT COAL SALE. TERMS ON WHICH THE COMPANIES SELL-POSSIBIL-HY OF NON-DELIVERY.

The sale of anthracite coal announced to take place at noon to-day at No. 26 Exchange-place will be held in front of the store of John if. Draper & Co., auctioneers, at No. 112 Peari-st., Hanover-square. The change is made in order to give buyers abundant room, the quarters in Exchange-place being entirely too narrow to accommodate the large number of persons who

will be present at the sale.

It is positively stated by the representatives of the different companies that all the sales will be made to the highest bidder, and that in no case will the coal be bought in by representatives of the companies if the bids do not reach a certain figure, as it has been intimated might be done. The conditions under which the sales are made leave it, however, in a great measure, optional with the companies, it is claimed, whether er not they will deliver the coal. In support of this the following provision, forming a part of the notice of sale and con-

provision, forming a part of the notice of sale and contract with the purchasers, is cited:

If at any time the business of the company is so interrupted by storms, floods, breaks, accidents, combinations, turnouts, or strikes among miners or other employes (even though such combinations, turnouts, and strikes are caused by a reduction of wages under by said company), or by any other occurrence whatsoever, as to materially decrease the quantity of coal wines the company would otherwise have been able to obtain and ocliver during the mouth in which the coal would is delivered by the company will not hold itself diable for, or pay any damages sustained by reason of the non-telivery of the coal low soid, or or any portion thereof, although a portion of the coul that is received during said month may, in the usual course of the company's coal sales and business, be disposed of otherwise than in the familianent of the contracts made by this saie. Nor will the company, in case the coal row soid is not delivered, underthasers of what is delivered; but in all cases of non-delivery from any of the above causes, the money paid will be promptly refunded.

When inquiry was made in regard to the object of this provision, Samuel Sloan, President of the leclaware,

provision, Samuel Stoan, President of the Delaware, Lackawanna and Western Company, said yesterday tast the provisions of the sale were not different from those heretofore made on similar occasions, and it was entirely optional with the purchasers whether or not they should buy under such scipulations as the Company felt dispesed to make.

TRIAL TRIP OF THE VANDALIA.

The United States steamer Vandalia made a trial trip up the North River yesterday, the course being point opposite One-hundred-and-twenty-minth-st. This was the first running trial trip the vessel has made since her alterations from a sailing sloop to a screw steamer, and the speed attained met the expectations of the Navy Department, as also did the perfect working of her innchinery. A board of officers, composed of Com-mander F. M. Ramsay, Lieut. F. H. Paine. and Passed Assistant-Engineer, J. G. Brosnahan, was appointed to witness and report upon the movements of the vessel. At 8:10 a. m., with a party of ladies and gentlemen, friends of the officers on board, the vessel got under way and proceeded down the bay as far as Staple ton, and then turned and steamed over the trial course

under way and proceeded down the bay as far as simpleton, and then turned and steamed over the trial course.

The engines were ran at their full speed,
the greatest number of revolutions made in
one minute peding 63, but caused only a
slight vibration of the vessel. The greatest speed
of the vessel-through the water against a strong threequarter knot tide was 1144 knots, anking the vessel's
speed equal to 1222 knots. A careful record was k pt
throughout the tip, which showed an average speed of
1142 knots. The vessel was in full readiness for sea,
with all her stores and equipment on board, but was
trimmed down in the bow too much to ceure the most
favorable results. The vessel returned to the Navy-Yard
at 1245 p. m., where the guests were entertained at
dinner by the officers.

The Vandadia was originally a salling sloop, built, with
five others, between 1263 and 1805, which cost on an
average \$35,000 cach, and while have since been rebuilt. She is 216 feet in length, 37 feet in breadth of
beam, and of 910 tons. She carries eight guns of the fielicaing caliber; one 11-inch sin, say 9-inch gons, and
one 60 pounder. She went into commission for the first
time since she was rebuilt on Jan, 19. In April she ran
ashore on Gonnye Shoals, north of the island of Hayti,
and was sent here to be docked, arriving here Aug. 9.
Atter docking her it was found that the only injury she
had received was the leas of a few sheets of copper,
which were replaced with less than four hours labor.
She is now ordered to join the European Squadron, with
a picked staff of officers, and will sail in a lew days for
her station.

THE SEA-SIDE SANITARIUM. Thus far during the present season 1,400 children have been taken care of at the Sea-Side Sanitarium, and it is hoped by the managers of the institution that its work can be continued into October. Each child remains one week, and in case of need two or three remains one week, and it case of need two of the weeks, and very desirable results have been accom-plished since the adoption of this method, many feeble and sickly calldren having been restored to apparently sound health. Henry Bergh of Fourth-ave, and Twenty-ninth-st. will acknowledge contributions of food and

BROOKLYN MERCHANT MISSING.

A. D. Brennon of No. 1,014 Lafayetie-ave.. Brooklyn, who was formerly a provision dealer at No. 75 Broad-st., in this city, has been missing from his home for three weeks. Since his retirement from the commission business he has dealt in real estate, and he had consion business he has dealt in real estate, and he had considerable money invested in houses and lots in the Twenty-fifth Ward of Brooklyn. On Aug. 4 he drew a large sum of money from the bank where he had his account. This occasioned no surprise, as he has been in the habit of carrying money. The next morning he left his boase at an early hour, taking with him a large Newfoundland dog. He has not been seen since that time, although the police have made efforts to find him.

THE POMPANO.

Since the appearance of the pompano in American waters, considerable interest is aroused in this fish, which two years ago sold at \$2 per pound in market. Pompanoes have been caught in large quantities in Virginia waters, nets and seines being used to secure them. A few have been caught by Maryland fishermen. The pompano is a Summer fish, sppearing only from June 15 to Sept. 15, and disappearing at the approach of cold weather. It is caught in deep water, and is said to be the companion of sharks. The average weight is 1½ pounds. It is surmised by fishermen that they will become as plentiful as Spanish mackerel.

An Arkansas coroner, having occasion to investigate the cause of a man's death lately, charged the jury that they were to ascertain whether the "man came to his death by accident, by incidence, or by the incendiary." The jury returned that "he came to his death by incidence, the bowie-knife having incidentally touched a vital part."

THE COURTS.

THE OLD ROOSEVELT MANSION. The late ex-Judge Roosevelt's will hasalready been before the courts several times for adjudi-cation under the clause which allowed his executors, who are also trustees for his grandchildren, to make payments out of the principal of his estate to his children, who were otherwise only life tenants. The estate came again before Judge Lawrence, in Supreme Court, Special Term, in a friendly suit by the executors against the children. The old Roosevelt mansion on Broadway, near Thirteenth-st., has ceased to be leascable as a dwelling at any reasonable rate, while the children and the life tenants agree that changed into a business place it will tenants agree that changed into a business place it will bring in about \$30,000 a year. All the life tenants agree in urging the necessity of the change, while two of them offer to advance the \$100,000 necessary to make it. The executors and trustees think it advisable, but express a doubt whether, if they make this im; rovement in the estate, creditors or others having claims on the life tenants may not make reclamations on them for the funds thus put into the estate held in trust for the grandchildren, out of which they cannot again withdraw the investment. Judge Lawrence decides that, though a life tenant cannot compel a trustee to improve the estate for his own benefit, a trustee may rightfully improve the estate for the beneft of all, with the consent of all interested at present, and therefore authorizes the trustees to make the necessary change.

A LONG DIVORCE SUIT. In the divorce suit of R. B. Winchell against

his wife Eliza, a motion was made before Justice Dyk-man by the plaintiff for leave to discontinue on payment of costs. The suit was begun in August, 1869. A year after, upon the defendant's default, a judgment of divorce was entered, which was in 1871 vacated on the ground of fraud and deceit. From May, 1871, to July, 1874, proceedings for alimony were pending, resisted by the plaintiff, calcily on collateral charges of misconduct of his wife, which charges because the basis of habour 1874, proceedings on collateral charges of misconduct the plaintiff, chiefly on collateral charges of misconduct of his wife, which charges became the basis of indeas corpus and other proceedings. In July, 1874, the abneas corpus and other proceedings, In July, 1874, the abneas question was settled and counsel fees were paid, with a stipulation for a speedy trial. No trial being tad, the defendant moved for further alimony, which was decied, and then moved for a reference under the stipulation for a speedy trial. The plaintiff now asks leave to discontinue the suit on payment of cests, on the ground that lapse of time has made changes among his witnesses. This motion was opposed on the ground that a mere discontinuance would not now be a full satisfaction to the wife for seven years trouble. Judge Dykman reserved his decision. W. H. Schooley is attorney for the defendant; B. Doran Killian for the plaintiff.

A QUESTION OF PRACTICE.

In the case of Seligman and others against the Bank of New-York, the plaintiffs claimed about \$20,000 and interest. Taey, as assignees of one Kanf-820,000 and interest. They are mann, sued on the theory that an accounting was necessary between Kaufmann and the bank, but when the case came to trial all their evidence went to show a case. known technically as a suit for money had and received, known technically as a suit for money had and received, a class of action entirely different from that presented by the compaint. Without any objection to the evidence on the ground that the evidence and complaint presented a different ground for the claim, the defendant went on and gave proof in opposition to the planniffs, proof. At the end of the proof the defendant raised the above objection. Judge Van Brunt yesterday gave a decision that this objection came foo late. He decided that a defendant had a right, it he did so promptly, to compel a plaintiff to confilm kinsself to his complaint, but it without objection he allowed the plaintiff to prove mother form of the same claim, it was trifling with the court to then take advantage of a technicality.

CIVIL NOTES.

The case on appeal in the suit of The People against Tweed was filed yesterday with the County Clerk. It is in two volumes, and covers 1,500 pages of

In the suit of James and others against Burchell, the plaintiffs sucd to compel the defendant to complete a contract under which he was to build on and complete a contract under which he was to build on and buy property of the oblinitifs, the plaintiffs to give him a clear title. Judge Van Brunt, in Common Pleas, Special Term, finds that the plaintiffs, the day after, if not the very day they made the contract with the defendant, conveved the property to another person, so as to put it out of their power to fulfill their part of the bargain. He therefore dismisses their suit.

A case of interest both to railroad corporations and travelers is to be tried before a jury this morning, in the Pifty-seventh Street Civil Court. Several ing. In the Fifty-seventh Street Civil Court. Several weeks ago, George K. Woodward, a lawyer of this city, was passenger on the New-York Central and Hudson River Endroad Company. He wanted water, and wandered through the cars in search of some. None was to be found. Upon retarning home Mr. Woodward examined the law and found that such an onlission was made a mislemenger. By the act of May 5, 1844, the penalty is fixed at \$75 for each offense. One half of the amount goes to the informer, and the remainder to the Overseers of the Peor.

CRIMINAL NOTES.

On Sunday night William Brakel, living at One-hundred and settly second at and Cortland ave, beat his wife, Anna Brakel, amont the head, triffeting severe injuries? Yes, tenday Joselson Vinceler, at the Foundam Police Court, commit-

of the hostsand for examination.

At the Tombs Poiler Court vesterday, Smith thay, a dry goes packer, was brought up on charges, made a Romatoman Halpine and Officer Kennedy of the Fifth tectuci, of having identically assaulted mem at St. John's use and Rach at on the alpin of any 16. The roundsman quested him to move off, which he sandedly produced a pastel off life Colmers Kennedy and forche Lend cannot be the add. The roundsman, when, after several about and her adding to the west areas of the adding to the west areas of the same and the roundsman.

At the Essex Market Police Court yesterday

DECISIONS AUG. 28.

Superess Court - thanbers - By Judge Dykman. ou act, rosta, and Hillingt Agnew. Modions denied.
By Judge Domoine. - The People act, Jeurgens. - Under auhorsty of than act. The People act, Jeurgens. - Under auhorsty of than act. The People act, Jeungens. - Under auhorsty of than act. The People act, Jeungens. - Under auhorsty of Lawronce. - Beonevelt, &c., agt,
conservelt (al. Opinion, Phrist mat and all Hon, ec., and
olly act, Lacombe. - Memoradams for confisel.

Superior Court-Social Term-By Judge Speir,

igt. The Rhason River Railroad Company.—Remitted accep-Common Pleas—Special Term—By Judge Van Brunt.
—Laberheau and Labernesu.—Motion granted for almony; \$8 eper week. Welsh agt. Adams.—Motion granted for almony; \$8 commin agt. Schibber.—Remitted tenied, with \$10 costs. Stormmi agt. Schibber.—See Memorandum. In re Krichner, see Memorandum. In re Krichner, \$2 co.—Motion denied see Memorandum. In re Krichner, \$2 co.—Motion denied see Memorandum. Jones agt. Intrabell.—Pichariff and see Memorandum. Jones agt. Intrabell.—Pichariff and see Memorandum. Jones agt. Intrabell.—Pichariff and the light of the season of the see Memorandum. Jones agt. Intrabell.—Intrabell.—Remitted and the light of the season of the lagrance of the season of the lagrance of the lagran

nuce: see opinion. Seilieman act. The liack of New York.—
Inquire of Cierk, is atmended brief to be submitted.

Marine Court—Chambers—By Judge Sheridan,—
Neass agt. Schneider et al.—Alternative order granted. Apman act. McKenna.—Order granted; see indorsement. Harras agt. Strickland.—Order granted for judgment, with \$10
costs. Claytee agt. Gray et al.—Order granted for plugment, &c.; see indorsement. Coates agt. Hubbard et al.—Order
granted to tile security, &c. Lyman agt. Kelty.—Order granted striking out answer and for judgment. Keeler agt. Griswold—Order granted a sting aside judgment. Order agt.
Wolf.—Order granted for Sheriff to sell perishable properly.
Eggers agt. Grindle.—Order granted for Sheriff to sell perishable properly.
Eggers agt. Grindle.—Order granted for Sheriff to sell perishable properly.
Halsted agt. Stone.—Order granted striking
out answer as sham, &c. Shunon agt. Hall.—Order granted
striking out answer, &c. Hernandez agt. Savigma.—Order
granted vacating judgment, &c. Beyle agt. Conover.—Order
granted vacating judgment, &c. Beyle agt. Conover.—Order
granted to pay over money. Blake agt. Shulman et al.—Order
granted to pay over money. Blake agt. Shulman et al.—Order
granted to pay over money. Blake agt. Shulman et al.—Order
granted to pay over money. Blake agt. Shulman et al.—Order
granted compelling defendants to draw check. Lee agt. Coe
No. 1.—Order granted for judgment for defendant ag. plaintiff, &c. Sune agt. Saven No. 2.—Order granted for judgment
for defendant agt. plaintiff, &c. Hart agt. Huurt. Furbish agt.
The American Shovel Company; Tucker agt. Herman, and
Schumau agt. Peters.—Orders sugued.

CALENDARS-THIS DAY.

CALENDARS—THIS DAY.

SUPERME COURT—CHAMBERS—DYKMAN, J.

37. Koble et al. agt. Senwab et al.

44. Wakeman agt. Hast fact. It is develde agt. Vandevelde agt. Va

"Considering that the mosquitoes are mak-"Considering that the mosquifoes are mak-ing their Fall raids and are particularly lively just now, my dear," said Jones to his wife, "don't you think it would be a good idea to bring the baby's crib into our room? We might divert the attention of the voracious insects a little from ourselves; I hate to be broken of my rest, and baby can sleep all day, you know." Mrs. Jones went in search of the fire tongs at once.

MINIATURE ALMANAC, Sun rises..... 5:24 | Sun sets...... 6:38 | Moon sets...... 12:20

SHIPPING INTELLIGENCE.

PORT OF NEW-YORK Aug. 28.

CLEARED.
Steamship A. C. Stimers, Warren, Philadelphia, Jas. Hand.
Steamship Francousa, Brage, Portland, J. P. Ames.
Bark Hattle H. Br.), Lockhart, Stettin, J. F. Whitney & Bark Franklin (Ger.), Petersen, Hamburg, Funch, Edye &

Bark Robert Murray, jr., Leisegang, Calbarien, J. E. Ward Eark Carrie L. Tyler, Tyler, Gibraltar for orders, Geosge H.

Bark Ridderkirk (Ger.), Krohmann, Cronstadt, C. Tobias & Co. Bark Joshua Loring, Cook, Havre, Boyd & Hincken, Bark Tarjore (Fr.), Lagee, Dunkirk, France, Funch, Edye & Brig Chieftain (Br.), Oliver, Falmouth for orders, Funch,

Edye & Co. Brig Frontier, Biaisdell, Port Jefferson, N. Y., B. F. Metcalf Brig Raven, Willey, Havana, Simpson, Clapp & Co. Schr. Henry Finch, Bunnell, Georgetown, D. C., Slaght &

Petty. Schr. H. V. Crandali (Br.), Maloney, St. John, N. B., A. T. Heeney. Schr. Addie M. Bird. Fales, Roston, H. P. Brown & Co. Schr. Harry G. Shepherd, Steelman, Jacksonville, Overton

& Hawkins. Schr. Kate E. Rich, Holmes, St. Augustine, Fla., Bentley, Gildersgewe & Co. Schr. Halph Carleton, Hawkins, Portland, Me., Parsons & ir. Juha & Annie. Keiser, Richmond, W. Chalmers, ir. Guiding star (Br.), Potter, St. Margaret's Bay, N. S., Schr. Guiding Star (Br.), Potter, St. Margaret's Bay, N. S., Schr. Rosina, Kelley, Charlestown, Mass., John H. Lewis & Co.

50. Sloop Alpha, Jarvis, Sonth Amboy, N. J., Isaac R. Staples. Barge Hudson, Smith, Philadelphia, Jas. Hand. ARITYEL.
Brig Victoria, Sanders, St. Pierre, Mart., 16 days, with sugar

and molasses.

Brig Okenburgh (Br.), Goodyear, Areceibo, P. R., 17 days, with molasses. ith molasses, Schr. Moses B. Bramhall, Gillett, Savannah S days, with Scir. M. A. Coombs, Hatch, Barbadoes 18 days, with molasees.
Schr. Howard Malcomb (of Frankfort), Williams, Jackson-ville S days, with humber.
Schr. Georgicta (of Ellsworth), Curtis, Cedar Keys 6 days, with humber.

MEMORANDA.

Bark Jerbnen (Nor.), Svensen, from Westford, which are typed 25th, and anchored in the Lower Bay, was lowed to the

city 28th, a. m.

DISASTER.

PHILADELPHIA. Aug. 28.—The captain of the bark Blue Bird, at Lewes from Rouen, reports passing on July 23, the bark Darmar (Nor.), Danielson, from New-York for Dublin, cut down to the water's edge. A steamship was along side of her. SPOREN.

Aug. 18, long. 58 25, lat. 38 35, brig Teviot. 6 days from Haliax for Barbadoes.

Haliax for Barbadoes.

FOLKIGN FORTS.

MOVILLE, Aug. 28.—The Allien Lane steamship Circascian, Wyle. From Montreal Aug. 16, by way of Halifax, for Liverpool, acrived here to-day.

QUEKSYOWS, Aug. 28.—The American Line steamship Penesylvania, Harris, from Philadelphia Aug. 18, agrived here to-day. day. .S. Aug. 28.— sifed 20th inst., Clara M. Goodrich, 23d, Fanny Lewis, A. Heaton, Lije Houghton, John H.

here to stay.

Lokion, Aug. 23.— juled 20th inst. Clara M. Goodrich, Lokion, Andr. 23th, Fanny Lowis, A. Heaton, Lije Houghton, John H. Craislon. 25th, Louise, Memory; 25th, Glanfizart, Dunro Din; 24th, Pyro, Employa, Lobs, Fritz, Carlina, Trinde, Agrived Andr. 3, Sussan, Bergari. 20th, Annie, Elly Sinpson, 19th, Carlina, Trinde, Agrived Andre E. Sheeser, "Annite," both at Elamore, Mariposa, it evilla Astra; 25th, John 8, wood, Gree-orn City, Rome, Wetterhorn, Finney K. Shaw, Belgian, Kaladis, Forty, Elise, Bertha Roed, India, Alberthae; 26th, Eana, Pacific, Armitos, Glea; 27th, Amolnetis, Johnan Linuwig, Augusting, "Sole," Eliza Dul on, Saline, Sar ling, Jane Wright, Bergeling, Sole, "Sign Dul on, Saline, Sar ling, Jane Wright, Bergeling, "Sole," Eliza Dul on, Saline, Sar ling, Jane Wright, Bergeling, "Sole," Eliza Dul on, Saline, Sar ling, Jane Wright, Bergeling, "Sole," Eliza Dul on, Saline, Sar ling, Jane Wright, Bergeling, "Sole," Eliza Magate, Sarali (Cape, Athins), Rahtlans, all three at Lindon, Neille Hustes, Architect, asselfo.

BALTHORE, Aug. 28.—Arrived selfe, Zamya, Sanborn, from St. Andrews, N. R. Chardy, Stamballe, Johns Hopkins, Hillett, New-York, New-Humawick, Hall, and Jornan, Crowel, Phinadelphia, Win, Crane, Taylor, Balmorer, active, Lindon, Nickelsson, Boston, Harrisburg, Worth, New-York, Childerine Whitog, Harring, and Honsto, Crowen, Philadelphia, Physics, Charles, Schrieber, Schribber, Star Richmond; E. C. Endig, Pai J. New-York, Schr. Joseph Souther, Wallace, New-York, Intellige, and Honsto, Crowen, Philadelphia, Walle, Wentwork, Ind. N. S. Chared, steamston Beverity, Wallace, New-York, Intellige, and Honsto, Crowen, Wallace, New-York, Intellige, and Honsto, Crowen, French, Welling, Physics, Charles, Schropperson, Schriber, Welling, Physics, Charles, Schropperson, Schröber, Wallace, New-York, Intelligen, Gundelpha, Hyerpool; servi

Heet: John D. Griffin, Genick, Louise Ther and Mathilde, Trey, Fand liver.

LEWISS, Del., Aug. 28—Solied, backs Ther and Mathilde, for Philodeloha. Arrived, ship Lizzie Boss (dr.), Doyle, Bel-iast; barks Blac Bird (dr.), Machemer, Rouen, for orders; Sa-rah B. Cenn (Br.), Eldrodge, Doblin.

DELSWARE BELEKWAYES, Aug. 24—Arrived, bark Jupiter (Buss.), Harman, Louison for orders. [For Latest Ship News see Fifth Page.]

Steamboats and Railroads.

CENTRAL RAILROAD OF NEW-JERSEY.

sneigebanna Division as white west are the West.

SUMMER ARRANGEMENT.

Communicing July 31, 1876—Leave New York, fee of Libtity of, as follows: Commencing July 31, 1876.—Leave New York, for of Liberty at Jan Poinway.

6:10 a. m.—MAIL Train for Schooley's Mountain, Easton, Belviners, Betthelene, Bath, Albentewn, Mauch Chunk Tamaqua, Temanenet, Willesbarre, Poitsville, Serantor, &c., collects at Junction with Der, Lack, and West, Jaffe & 4745 a. m.—For Somerville and Floathgaten, Scot a. m.—MOURING PARIES, duly (except Rosella, Lack, Lack, Maria Chunk, Trainsian, Towanda, Yoshiya, Carlottelle, Scranton, Barrislourg, and the West, School, Scranton, Danville, Williamsport, &c.

10:10 a. m.—Tor Somerville as if Francisco.

10:10 a. m.—Tor Somerville as in Francisco.

10:10 a. m.—Tor Somerv

245 h. m. EAPINESS for Easton, Bath. Manch Wilesbarre and Scranton. 4.00 h. m. For each ey w Mountain, Easton, Allentown and Manch Chunk; co.nects at Junction with Del, Lack

Lop. m.—For Bound Breck.
3 p. m.—Evening Express, daily, for Easton, Allentow ich Chunk, Wilkesbarre, Towanda, Reading, and Harr.

75. 330 p. m.—For Easton. 340, 6.15, "7, 7:30, "7:45, 8, 8:30 p. for Edizabeth at 5:30, 5:40, 6:15, "7, 7:30, "7:45, 8, 8:30 p. 15, "9:25, "10:15, 11:15 a. m. 12 m; 12:45, "1, "2, 2:43, 3:30, 3:45, 4, 4:15, 4:30, 4:45, 5, 6:16, 5:30, 5:46, 6, 6:16, 30, 7; 7:30, 8:30, 9:40, *10:30, 1:13, *12 p. m. local Trains to Bonnetwille, 5:6, 6, 7:30, 7:42 m. local Trains to Somerville, 5:6, 7, 9:40 p. m. local Trains to Somerville, 5:6, 7, 9:40 p. m. local trains to def of Christone et., North River, at 6:35, 7:45, 5; 0:95, 11:35 a. m., 1:250, 1:50, 3:20, 4:20, 5:20, 6:24, 8:50, 10:0, 11:20 p. m.

NEW-YORK AND LONG BRANCH R. R. ALL RAIL LINE SETWEEN NEW YORK, LONG BRANCH, OCEAN GROVE, SLA GIET, AND SQLANTING TRIBE OF DRIVE, 18 6: Trains leave New York from Lot of Liberty et., North River, at 7-55, te15, 1185 a. m., 545, 420, 530 b. m.

FOR PHILADELE AND THOSE ROUTE.

FOR PHILADELE AND THOSE ROUTE.

Commencing, MONDAY, June 19, 1876. Trains
Leave New York, Jour of alterty st., at 6.45, 745, 9-15 s. m.

30, 5, 6,30 p. m. of Clarkson at, at 6:35, 7:35, 9:05 a.m., 12:50, 20 p. ns. e Philadelphia from statics: North-Pennsylvania Hall Juria and Berks siz., at 7:30 p.30 p.30, i.30, it27, 5, m. Leave Contennal estudies in 7:15, 9:15 a. ns., l. r., 5.30 p. h.

2. Alor, i. 19 p. h.

Pailman Brawing Room Cars are attached to the 7:45 and
Pailman Brawing Room Cars are attached to the 7:45 and
Pailman Rounds at 4.5 and 1-10 p.

Bates for possengers and freght as low as by other routes,
Centennal presengers delivered at the main entrance to the
Centennal Grounds.

H. P. BALDWIN.

Gen. Pass. Agent. R. E. RICKER, Supt. and Eng. .

FOR RONDOUT and KINGSTON, connecting T with t later and Tellawise Radrond, banding at High land Falla (West Point). Cornwall, Newburgh, Marbons Milron, Ponghkoopane, and esopaia Stemologia Thomas Corned leave every Tucoday, Taurasiay, and batterday, James W Balawin Mouday, Wednesday, Friday, Springs-1. Plot 4 N. R. at 4 b. 10.

FOR NEW-HAVEN, HARTFORD, SPRING-FIELD, WHITE MOUNTAINS, MONTREAL, and intermediate points. 8 camers leave Fue 25, E. L., daty (Sumars excepted) at 3 p. m. (256-84, E. R., 34.5 p. m.), and 11 p. m. connecting with special trans at New-Haven for Hartford, Spring field, &c. Tickets sold and baggage checked at 944 Broadway, New-York, and 4 Court-at., Brooklyn. Excursion to New-Hayen and return \$1.50.

FALL RIVER LINE. TO BOSTON AND ALL POINTS EAST. THE WORLD-RENOWNED STEAME..S

BRISTOL AND PROVIDENCE. BRISTOL AND PROVIDENCE.
From Pier 28, North River, foot of Murray at,
DAILY (SUNDAYS, June 11 to Sept. 10 inclusive) at 5 n. m
Tickets and Staterooms secured at principal hotels and ticket
offices and on the pier and steamers. GEORGE L. CONNOR,
Gen. Pass. Agent.

BORDEN & LOVELL, Agents.

offices and on the pier and steamers. GEORGE L. CONNOIL GER. Pass Agents.

BONG ISLAND RAHLROAD,

LESSEE FLUSHING, N. S. AND CENTRAL R. R. AND SOUTHERN R. H. OF LONG ISLAND.

Trains leave Leng Island City as follows:

From F. N. S. and Central Depot, north of Ferry,
For Finshing (Bridge st.), College Point, and Whitestone—
6:35, 8:29, 9, 10, 1103 a. m., 12:05, 1:33, 3:96, 4:96, 5:03, 5:31,
6:35, 8:39, 9, 10, 1103 a. m., 12:05, 1:33, 3:96, 4:96, 5:93, 5:31,
6:35, 8:39, 9, 10, 1103 a. m., 12:05, 1:33, 3:96, 4:96, 5:93, 5:31,
6:35, 8:39, 9, 10, 1103 a. m., 12:05, 2:03, 3:46, 4:35,
6:35, 8:39, 9, 10, 1103 a. m., 12:05, 2:03, 3:46, 4:35,
6:30, 8:5, 6:31, 7:35, p. m.

For Finshing, Central Depot, Creedmoor, Garden City, and Hempstead—7:32 295, 1103 a. m., 12:03, 5:03, 6:05, 7:04 p.
m. and 12:10 a. m. Wednessay and Saturday flights. For Central Depot and Garden City, 4:33 p. m.

For Babylon—9:05 a. m., 2:03, 4:33 p. m.

For Babylon—9:05 a. m., 2:03, 4:33 p. m.

For Babylon—9:05, 4:35 p. m.

m.; 1:32, 4:04, 5 p. m. For Far Rockaway only-6:35, 9:05 a. m.; 3:03, 6:30, 7 For Far Rockaway only—6:35, 9:05 a. m.; 5:03, 4:04, 5:03, 5:30, 6:30 p. m.; 5:03, 6:30 p. m.; 5:03, 6:30 p. m.; 5:03, 6:30 p. m.; 5:03 p. m.; 5:03 p. m.; For Hempstead—7:03, 8:30, 11:30 a. m.; 5:03 p. m. Northport—6:04, 6:30 p. m.—6:35, 10:03 a. m.; 6:03 p. m. Northport—6:04, 6:30 p. m.—7:03, 8:30 a. n.; 5:03 p. m. Patchogue—8:30 a. m., 6 p. m.

p. m. For Riverhead—9.05 a. m., 3:03, 4:03 p. m. For Greenport and Sag Harbor Branch—9:05 a. m. and 4:03 . m. For Creedmoor only -4:03 p. m. SUNDAY TRAINS.

From F., N. S. and C. Depot, north of Ferry:
For Flushing (Bridge-st.), College Point, and Whitestone—
8, 9:30, 11 a. m.; 12:30, 3:30, 5:15, 6:35, 8 p. m.
For Great Neck Branch—9:15 a. m., 4:15, 6:45 p. m.
For Flushing (Main-st.)—9:15, 10:33 a. m.; 12:40, 2:95, 4:15, 6:45, 10 p. m.
For Garden City and Hempstead—9:15, 11:33 a. m., 5:05 p. m.

For Garden City and Hempstead—9:15, 11:33 a.m., 5:05 p.m.
For Babylon and Patchogue—0:15 a.m., 5:05 p.m.
From Long Island and Southern Depot, south of Ferry:
For Far Rockaway and Rockaway Beach—9, 10, 11 a.m.;
1:30, 6:40 p.m.
For Northport and Port Jefferson—8, 9:30 a.m. Northport
-6:40 p.m.
For Locust Vailey—9:30 a.m., 6:40 p.m.
For Babylon—9 a.m., 6:40 p.m.
Ferry boats leave New York, foot of James-slip, Sundays
excepted, from 7 a.m. to 7 p.m. every 30 minutes previous to
the departure of trains from Long Island City. Sunday South
9:30, 10:30, 11:30 a.m., 1, 2, 3, 4, 5, 6, and 7 p.m.
Ferry boats leave New York, foot of Last Thirty-fourth-st.,
every 15 minutes previous to the departure of trains.

Steamboats and Bailroads.

A LBANY and TROY by day boats C. VIB-BARD and DANIEL DREW.—Leave Vestry-st. pier at 8:10, and 24th-st. at 8:30 a. m. Landing at Nyack and Tarrytow (by ferryboat), West Point, Newburgh, Doughkeepais, Ehmebeck, Catskill, and Hudson. Close connection at Albany with new train at 8 p. m. for the West, over New-York Central and by special train to Samatoga and Round Laka. To West Point and Newburgh and return, same day, \$1. Poughkeepaie \$1 50. Saratoga and return \$4.0.

RIDGEPORT, and all points on Housatonie and Nangatuck Rallroads. Fare \$1. Steamer BRIDGE-DRT leaves Catharine-slip at 11:30 a. m., and Bridgeport at 11

D. m. DEW-YORK, and NEW-YORK, and NEW-BURGH, by steambast ARMENIA.—Leave Pulton-st., Brooklyn, at 9: Vestry-st., New-York, at 9:20, and Twenty-tourth-st. at 9:45 a. m., landing at Yonkers, Iona Island, Cozzens, West Point, and Cornwall Returning, arrive at Erocklyn at 7 p. m. TICKETS POR THE ROUND TRIP, \$1. To Iona Island and return, 75 cents.

PALTIMORE AND OHIO RAILROAD CO.

Trains leave New York via Cortlandt and Desbrosses-ats.
ferries as follows:
835 a. m., Washington, Pittsburgh, Columbus, Chicago, Cincinnati, Louisville, Indiananolis, &c. Parios cars to Washington, Pullman cars to principal Western cities.
925 a.m., Idmited Express, Pullman cars excitaively. Washington, Richmond, via Shepherd. Same connections West as by 835 s. m. train.
235 p. m., Washington, the South, and West, Richmond, Savannab, Lyuchburg, Atharia, New-Orleans, &c. Coumbus, Chicago, Cincinnati, St. Louis, Louisville, Indianapoits, &c. Through cars to Washington, Pullman cars to principal Western cities.
98:55 p. m., Washington, the South and West, Richmond, Savannab, Lyuchburg, Atharia, New-Orleans, &c. Pittsburgh, Cincinnati, St. Louis, Louisville, Indianapolia, &c. Pullman sleepers to Washington. Pullman cars to principal Western cries.
9 Daily, Otter trains daily except Sundays.
For through tickets, please call at Company's offices, 315 and 1,238 Breadway, New York, and at ticket offices foot of Cortlandt and Desbrosses-sts, and depol, Jersey City.
ASK FOR TICKETS VIA BALTIMORE AND OHIO R. R. CATSKILL, CREEK LINE.—Steamers NEW

CATSKILL CREEK LINE.—Steamers NEW CHAMPION or WALTER BRETT daily, from Canal-st., Pier 42, N. R. at 6 p. m. Fare, 50c. Berths free.

Pier 42, N. R. at 6 p. m. Fare, 50c. Berths free.

CITIZENS' LINE STEAMBOATS for TROY,
SARATOGA LAKE CHAMPLAIN, LAKE GEORGE,
THE ADIRONDACKS, MONTREAL, and all points North
and West. Low fare and a reduction to all points. The elegant steamboats of this Line leave Dally Sauandays excepted) at 6 p. m., from Pier 49, North River, foot Leroy st,
come-cling with morning trains on N. Y. Central, Rensealaer
and Saratoga, and Tro. and Boston and connecting railroads.
Through tickets sold Rid baggage checked to destination.

JOSEPH CORNELL, Supt.

ERIE RAILWAY SUMMER ARRANGEMENT of frains, in effect June 5, 1876:
9 a. m.—Cincinnati and Chicago Day Express. Drawing-toom Coaches to Euffalo and Suspension Bridge, and Sleeping Jacket (Daily) Pacific Express for the West. Sleeping

Coaches through to Lochester, Buffalo, Niagara Falls, Cinomanati, Cleveland, and Chicago without change; also, Hotel Dining cars to Cleveland and Chicago.

Trains leave Chambers Street Depot, N. Y., for
Newark, 645, 830, 1045, 11:30 a.m., 3:15, 5:15, and 6:15
p. m., and 12 midnight Saturday nights only. Sundays, 9:15 and 12 midnight Sainrday nights only. Sundays, 9.15 6:50 p. m. therfurd. Park and Passaic, 6:45, 7:45, 10 a. m., 12 noon, 3, 3:45, 4:30, 5:15, 6, 6:30, 8, 10 p. m., 12 mid-sundays, 8:30, 10 a. m., 1:45, 8:30 p. m., and 12 mid Paterson, 6.45, 7:45, 8:30, 10, 10:45, 11:35 a. m., 12 noon, 5, 3, 3:15, 3:45, 4:35, 5, 5:15, 6, 6:15, 6:30, 7, 8, 10 p. m., and midnight. Sundaya, 8:30, 5:15, 10 a. m., 1:45, 6:30, 7 p. m., rambandarit. Suffern, 6:45, 7:45, 10, 10:45 a, m., 1:45, 3:45, 5, 6, 7, p. m., Suffern, 6:45, 7:45, 10, 10:45 a, m., 1:45, 6:30, 7 p. m., and

dnight. nwall, 7:45, 9 a. m., 3:30, 4:30 p. m. Sundaya, 8:30 a. m. rwick, 7:45, 10:45 a. m., 4:30 p. m. sburgh, 7:45, 5, 10:45 a. m., 3:30, 4:30 p. m. Sundaya. sello, 10 a. m., 7 p. m. sello, 10 a. m., 7 p. m. tietown, 745, b. 10:15 a. m., 3:35, 4:30, 7 p. m. Sun-seau, 10 a. m., 7 p. m. The 9 a. m. and 4:30 p. m. trains cf with New York and Oswego Midland R. R. at Main-st. Jervis, 7:45, 9, 10:45 a. m., 4:30, 7 p. m. Sundays, 8:30,

Port Jervis, 745, 9, 1945 a.m., 439, 7 p. m. Sunarys, 639, 10 a.m., and 74; m.

Note.—Trains leaving Chambers, on even or half hours leave Twenty thirdst, aftern minutes earlier than above time; trains leaving Chambers, on quarter hours leave Twenty-thirdst, thirty minutes earlier. Boats leave Twenty-thirdst, thirty minutes earlier. Boats leave Twenty-thirdst, at 945 and 1045 p.m., connecting with trains leaving Chambers, at 14 p.m., and 12 midnight.

Tickets for passage and for Apartments in Drawing-room and siceping Cosenes can be obtained, and orders for the checking and transfer of Baggare may be left at the Company's Offices, Nos. 239, 401, 529, and 957 Broadway; No. 2 Courted, Broadway; n. and at the Company's depots.

Express Trains from the West arrive in New-York at 7:25 a.m., 140 and 7:55 p.m. NORTHERN RAILROAD OF NEW-JERSEY,

Trains leave for Englewood, Closier, Piermont, and Nyack, 7 (839) for all except Nyaces), 945 a. m., 1, 3, 4, 445, 539, 630, 73-8, p. m., and Satorday nights only at 11,39 p. m. Saniets, 2 a. m. and 630 p. m.

Namet, Spring Valley, and Monsey, 7, 945 a. m., 445 p. m., Namet, Spring Valley, and Monsey, 7, 945 a. m., 445 p. m., Namet, Spring Valley, and Monsey, 7, 945 a. m., 445 p. m. MONTCLAIR AND GREENWOOD, LAKE

HALLWAY.—Trains leave foot Cortinantist, daily (Sundays excepted) for Greenwood Lake and intermediate stations at 8.30 s. n. and 4.32 p. m. For McNyTyLall and Orla Noile and intermediate stations at 8.0 a. m., 12 m., 5 30, 4 30, 5 30, 6 30, 8 30 p. m. For Lattle Palls and intermediate stations at 8.30 a. m., 4 30, 5 30, and 6 30 p. m. For Riberwood and all inter-estate stations at 5 30 p. m. For Riberwood and all core matter stations at 5 30 p. m. For Riberwood and all core matter and other tickets may be obtained at office in term in the cortinance of the cortina

NEW-YORK CENTRAL AND HUDSON EIVER RAILDOAD.—After June 26, 1876, through radius will have firsted Central Depot.

2. a. Chicago and Northern Express, with drawing cars ough to Rodnester, and St. Albans, Vt.

2. a. b. Excilal Barridora Express, arrives at Saratoga and D. M. Drawing-room car through to Romeo's Point for m., Special Chicago Express, with drawing-room

wto Rochester, Buffalo, and Nungara Falls. 150 a.m., Northern and Western Express. 350 p.m., Special Saratora Express, arrives at Saratoga m. Connects at East Albany with night express for the in p. m., Montreal Express, with sleening-cars from New-to St. Albans, are ving at Monfreat at S. Sca. m. 0 p. m., Express, with sleeping cars for Watertown and indugen. Also, for Montreal via Plattsburgh, cars for care. Stagars Falls. Buffalo, Clevenand, Louisville, and only, also, for Chicago, via both t. S. and M. C. Ladronds. (Dp. m., Express, with sleeping-cars for Albany, Troy, carefine). apit version as per Local Time Tables Trekets for sale at Way Trains as per Local Time Tables Trekets for sale at 252 and 413 livestway, and at Westerdt Express Co. Offices, 762 7 Park place, 785 and 942 Broadway, New York and 333 Co. 18 Mich. Roll, Co. 18 Mich. Roll, General Passenger Agent.

NEW-YORK, NEW-HAVEN AND HART

rance on Ferry Section 8.,

TRAINS LEAVE NEW YORK.

TRAINS for New Haven leave at 7:10 (Acc'n), 8:05 (Ex.),
00 (Acc'n), 11 a. m. (Ex.), 12 N. (Acc'n), 1 (Ex.), 2:20
Acc'n), 3 (Ex.), 4:10 and 5:15 (Local Ex.), 9 (Ex.), and 10 On the control of the most desirable response to the control of the us via Providence, frawing room Cars on Day Express, and Sleeping Cars on ght Express trains, lookets can be purchased at Ticket Office of Company at and Central Depot, or at offices of N. Y. Transfer Co., 944 honeyay, New York, and No. 4 Contrast, Brooklyn, who will a check beggene from Iosabence to destination.

SARATOGA.-The most popular and direct O route is by the splend d steamers of the "People's Line," ORD W and Sr. JOHN, leaving DAILY from Pier (I.N. R., at 6 p. m. Great reduction in fare by excursion tickets to Al-bury, Saratoga, and Montreal.

OLD ESTABLISHED LINE.—Steamers AN-from Franklin.st., Pier 35, at 5 p. m.

PHILADELPHIA, via LONG BRANCH and the NEW JEHSEY SOUTHERN R. R.—Fare lower than by any other route, commenting June 19, 1876. Leave New-York from Pier 8, North River, foot Rector 81, 645 a. m. for Long Branch, Senbricht, &c. 9, 45 a. m. for Philadelphia, Long Branch, Temps River, Warelown, and Vincianal 3:30 p. m. for Long Branch, Toms River, and Warelown; 5:30 p. m. via firsteit boat and massenger train for Long Branch, Sundays, 9:30 a. m. for Long Branch, Temps River, and Warelown; as Sundays, 9:30 a. m. for Long Branch, returning at 5 p. m. Sundays, 9:30 a. m. for Long Branch, returning at 5 p. m.

PENNSYLVANIA RAILROAD.

GREATTRUNK LINE AND UNITED STATE
ROUTE. Trains leave New-York via Desbrosses a
landtest forries as follows:
Express for Harrisburg, Pittsburgh, the West an
with Pullman Palace Cars attached, 9:30 a.m., 6 and 8 or Harrisburg, Pittsburgh, the West and South, h Palace Cars attached, 9:30 a.m., 6 and 8:30 p.m. with Pullman Palace Cars attached, 9:30 a.m., 6 and 8:30 p.m. Sunday, 6 and 8:30 p.m. For Williamsport, Lock Haven, Corry, and Erre at 2:40 and 8:30 p. n., connecting at Corry for Titusville, Petroleum Cener and the Oil Research. For Faltimore, Washington and the South, "Limited Washington Express" of Pullman Parlor Cars daily, except Sunday, 9:30 a.m., arrives at Washington et 4:10 p. m. Regular at 8:40 m.m., 5:40 and 9 p. m. Sunday, 9:40, 3.0 m.m. 12:30, 2:40, 3. 4. 5. 6, 7, 8:30, 9 p. m., and 12 might. Accommodation, 7 a. m. and 4:10 p. m. Sunday, 8 a. m., 5, 6, 7, 8:30, and 9 p. m. Emigrant and second-class, 7 p. m.

For Centennial Depot at 5:30, 6:30, 7:30, 8 a.m., and 3 p. m. full Sunday 8 a.m. Returning, leave Centennial Depot at 1, 4:44, 5:30, 6, and 7:09 p. m. On Sunday 7:20 a. m. and 1 p. m.

For Centennial Depot at 5:30, 6:30, 7:30, 8:3, m., 3lin 3 p. m. On Sunday 8 a. m. Returning, leave Centennial Depot at 1, 4:45, 5:30, 6, ard 7:30 p. m. On Sunday 7:20 a. m. and 7 p. m.

For Newark at 6, 6:30, 7, 7:40, 8, 9, 10, 11 a. m., 12 m.; 1, 2, 2:40, 3:10, 3:40, 4, 4:10, 4:20, 4:50, 5, 5:20, 5:40, 6:10, 6:20, 6:30, 7, 7:30, 8:10, 10, 11:30 p. m., and 12 night. Sunday 5:20, 6:30, 7, and 8:10 p. m.

For Elizabeth, c, 6:30, 7, 7:40, 8, 9, 10, 11 a. m., 12 m. 1, 2, 2:40, 3:10, 3:40, 4, 4:10, 4:30, 4:50, 5:20, 5:40, 6:10, 6:20, 6:30, 7, 7:30, 8:10, 10, 11:30 p. m. and 12 night. Sunday, 5:20, 6:30, 7, and 8:10 p. m.

For Rahway, 6, 6:30, 7, 7:40, 8, 10, 11 a. m., 12 m., 1, 2, 2:40, 3:10, 3:40, 4:10, 4:30, 4:50, 5:20, 5:40, 6:10, 6:20, 6:30, 7, 8:10, 10 p. m., and 12 night. Sunday, 5:20, 6:30, and 7 p. m.

For Woodbridge, Perth Agaboy, and South Amboy, 6 and 10 a. m., 2:40, 4:50, and 6:20 p. m.

For New Brunswick, 7, 8, and 11 a. m., 2, 3:10, 4:10, 5:20, 6:10, 7 p. m. and 12 night. Sunday, 7 p. m.

For East Millstone, 11 a. m., 3, and 5:20 p. m.

For Kingston and Rocky Hill, 8:40 a. m. and 4:10 p. m.

For Frenceton, 7, 8:40 a. m., 2:30, 2:4:10, and 7 p. m.

For Pennington, 9:30 a. m. 2a, 4 and 4:10 p. m.

For Frenton, Bordentown, Burlington, and Camben, 7:30 and 9:30 a. m., 12:30, 2, 4:10, and 5 p. m.

For Frenton, Bordentown, Burlington, and Camben, 7:30 and 9:30 a. m., 12:30, 2, 4:10, and 5 p. m.

For Frenton, Bordentown, Burlington, and 5 p. m.

For Frentond and Squan, 7:30 a. m., 2 and 5 p. m.

For Hightstown, Pemberton, and Camden, via Perth Amboy, and 7:30 a. m., 3 and 3 sm., 3 and 3 s

Steamboats and Railroads.

LEHIGH VALLEY RAILROAD.

ARRANGEMENT OF PASSENGER TRAINS. April 16, 1876.—Leave depots foot of Corilandt and Desbrosses-sts., at 7 a.m., for Easten, Bethiehem, Allentown, Mauch Chuak, Hazleton, Beaver Meadow, Mahanov City, Sheaandoah, Mr. Carmel. Shamokin, Wilkesbarre, Pittston, Sayre, Eimira, &c., connecting with trains for Ithaca, Auburn, Rochester, Bullio, Niagara Falls, and the West.

1 p. m., for Easton, Bethiohem, Allentown, Mauch Chuak, Hazleton, Mahanoy City, Sheaandoah, Wilkesbarre, Fittston &c., making close connections for Reading, Pottsville, in Hartisburg. c.c., making close connections for Ressing, Fouristine, in Harrisburg.

4 p. m., for Easton, Bethlehem, Allentown, and Mguch Churk, stopping at all stations.

6:30 p. m., Night Express, daily, for Easton, Bethlehem, Al. lentown, Manci Churk, Wilkesburre Pittston, Sayre, Einira, Ithaca, Auburn, Rochester, Buffalo, Ningara Falls, and the West, Pullman's sleeping caaches attached.

West, Pullman's sleeping cashes attached.

General Easteru Office, corner of Church and Cortandists.

CHAS. HECUMMINGS, Agent.

CHAS. H&CUMMINGS. Agent
NEW-JERSEY AND NEW-YORK RAILWAY-FOF HACKENSACK. SPRING VALLEY. NAW.
DET, NEW CITY. HAVERSTEAW, and STONY FOINT,
Leave New-York via Eric ferries, foot Chambers st., 7:45,
8:45 a. m. 1, 4, 4:15, 6:15, and 6:30 p. m. Sundays, 8:45 a. m.
and 6:45 p. m. A theater trair on Saturday nights only at 12
o'clock through to Stony Point. Excursion tickots at Eric
leavel offices. All trains leave Eric Depot, Jersey City.
General Office, 84 Broadway. See circular,
General Office, S. Broadway.
L. D. BRUYN, Superintendent.

NEW ROUTE TO BOSTON.—BOSTON AND NEW POOR AIR LINE, 23 miles chorter than any other time, magnificent scenery, the fixest and most conveyinble riding area in New-Singiand. Express trains leave Grand Central Depot for Middletown, Williamantic, Putnam, and Boston at 11, n. m. and 1 p. m. For Worcester and Boston, without change of cars, at 1 p. m. For Middletown at 3 p.

SUNDAY TRIPS to LONG BRANCH, commenong June 4.—The New Jersey Southern Railroad
steamer Crystal Wave will leave Pier 8, North River, toot of
Rector-st., at 9:30 a. m. Returning, the train leaves Long
Branch at 5 p. m. W. S. SNEDEN, Gen. Man. STONINGTON LINE
FOR BOSTON AND ALL POINTS EAST.
Elegant stemmers RHODE ISLAND and NARRAGANSETT
leave Pier 33. North River, foot of Jay-st., at 5 p. m.

Tickets for sale at all principal ticket offices. Staterooms secured at offices of Westcott Express Company and at 364 Broadway.

DROVIDWAY JUNE PROVIDENCE LINE. Steamships ELECTRA and GALATEA leave Pier 27, North tiver, foot of Park-place, at 4:30 p. m. Freights via either me taken at lowest rates.

NOT A TRIP MISSED IN SEVEN YEARS.

L. W. FILKINS. G. P. Agt. D. S. BABCOCK, Prest,

REAL ESTATE.

NEW-YORK, Monday, Aug. 28, 1876. At the Exchange Salesroom to-day the opening sales of the week were as follows:

OFFICIAL RECORD OF REAL ESTATE TRANSFERS.

NEW-YORK CITY. 83d-st, n.s., 235.6 ft e of 6th-ave, 25.6x204.4; J B Caryl \$4,000 and wife to D T Raumage.

128th-st, n s, 285 ft of 5th-ave, 25x90.11; M J Curtis
to R Van Tassel.

128th-st, n s, 285 ft of 5th-ave, 25x90.11; M J Curtis
12th-st, s 199.8 ft w of Ave C, 16.8x103.3; W Long
and wife to C Behringer.

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6,1 ref, to B A Williams, 6th-st, s.s. 264 ft e of Madison-ave, 18x100.5; W L Lavingston, ref, to B Jones... 6th-st, s.s. 282 ft e of Madison-ave, 18x100.5; same to same 56th st, s s, 246 ft e of Madison ave, 18x100.5; same to

[Official.] J. Y. SAVAGE, Deputy Register. OFFICIAL RECORD OF MORTGAGES. Bayles, A and wife, to C Brown, as 9th st, e of Ave C :

years.

New York of the Archael of t tertz, Anna, to L J Stich, e s 1st-ave, s of 25th-st; 2 gears 2,000

Higgins and wife to Inst for Sav Merch Clerks, as 75,000

Higgins and wife to Inst for Sav Merch Clerks, as 75,000

Hamfield, Christian, agent, to Mutual Life Ins Co. ns of 27thest, we of 5thest; 1 year. 15,000

Hones, Heberca, to N Y Life Ins Co, s a of 56thest, c of 5,000 Madison-ave; 1 year 5,000 mm to same, s s of 5/th st, e of Madison-ave; 1 year 5,000 mm to same, s s of 5/th st, e of Madison-ave; 1 year 5,000 lichel, Sol and wife to a S Underhill, No 9 Peck-slip; 2 years. Thes J, to A Richard, n s of 15th-st, e of Irving-place; 5 years.

nuck, M and itueb, to J Enier, n s of 524 st, e of 9thave; 4 months.

nokes, C W, to S P Powell, trustee, No 110 Grand st; Syears Coo H and wife to German Savings Bank, ss 10.00 of 46th-st, e of 6th-ave. 1 |Official.) J. Y. Savage, Deputy Rega

Eitn Real Estate For Sale.

RULAND & WHITING, Real Estate Agents, or the care of catatos and property in this vicinity. Their eigexperience in the business enables them to render the out efficient service.

Country Real Estate for Sale.

WELL-LOCATED SUBURBAN RESI-A DENCE—One hour from city; valued at \$10,000; more age, \$1,700; to EXCHANGE for a FARM.
F. H. HOUSTON, 96 Liberty-st. A HOME IN GEORGIA .- To Physicians and

to a flourishing town in Middle Georgia, in two payments spiended well of water, good officialities, and Separces last attached; good schools, sectety, &c., &c.; fine opening a paysition. Apply at Tribune Office.

schanged for productive city property that is not mortgaged or more than half its par value. PORTER & BLISS, 1, 55 fromdway, corner 31st-st.

35,000 ACRES VALUABLE GEORGIA PLANDS, perfect title, for SALS; place mere also saw and grist mill, dwelling, and farm; stock of merchandment of the property taken in exchange.

RULAND & WHITING, 5 Beekman-st.

Auction Gales of Real Estate.

A T AUCTION—Mill and village property, In the village of RED HOOK, DUTCHESS CO., N.Y., near two radirosis, 7 acres of choice land, garden and orchard, two-story and basement frame dwelling, 46 by 35 feet, containing 25 rooms; suitable for dwelling, along, or marriaghouse; commoditions barins and out-buildings, also, a water, power stone flouring-udil, 45 by 48 feet, containing 3 roo of stone, with all necessary machinery and auxiliary steam power, also, saw mill, three dwellings, two barns, and 32 acres of land. Will be sold at PUBLIC AUCTION, on the premises SEPT, 6, at 1 O'CLOUR, p. m. Terms acey. For further particulars apply to A. B. HENDRICKS,

JERE, JOHNSON, jr., Anctioneer, will self without reserve, on the premises, Rumsou's Neck, between Seabright and Oceanic, and between lands of E. 6. Hamilton and E. Parmity, esspe, on THURSDAY, Aug. 31, at 11 o'clock a. m., by order of Mosers BORDEN RIOS. 199 elegant VILLA PLOTS. Elegant views of Long Branch, &c. Collision, 7 th Rec. Rand, Harrison, Ealson Ascension, Fisher, For maps and particulars, apply to elegably Vishar P. Gand, Harrison, Eastern P. Collation, 'Th Reg. Hand, Harrison, Eastern P. Collation, 'Th Reg. Hand, Harrison, Laurence P. For maps and particulars, apply to JERE, JOHNSON, Jr., 21 Park-row, N. Y.

Real Estate To Exchange.

WANTED-ELIZABETH RESIDENCE in exchange for a destrable Broozlyn brown stone has occupied by owner; convenient to ferries; location unsu passed.

J. O. HOYT & SON, 171 Broadway.

City Property Co Let.

A SMALL private family who will pay A \$100 quarterly and board two ladles, may have the rent of the greater part of a house, handsomey leasted; three or four rooms only being reserved for a first-class school; good re-creaces given and required. Address SCHOOL BOS, inbune Last Saie Office, No. 769 Sdave. CURNISHED OR UNFURNISHED .- Small

four-story brown stone dwelling, Morray Hill, Owner says the prefiteest Hille gens in America: three or five years lease; to acceptable family mederate reat. AMUEL KIL PATRICK, 340 Third-ave. FRENCH FLATS-In the apartment build-

Ing. 126-130 East Twenty fourther, location central Several choice unfurnished suite, large, light, commadicus, answering the requirements of any family; steam heat, cloo-tric bells, jamtor, &c. TO LEASE.—No. 469 Fifth-ave., new, clegant, hard-wood finish, high-stoop brown-stone HOUSE.

TO LET.—FURNISHED HOUSE on Madison-ave. between 38th and 39th-sts. and STABLE adjoin-ing on 39th-st. Apply 16 J. ROMAINE BROWN, 1.280 Broadway. THE owner of a handsomely frescoed brown-stone HOUSE, 25 feet front, with overy improvement, to tween Madison and 5th-aves, within a minate's method entrance to the Park at 72d-st, would be pleased to 16ENT the whole or half of the house to a quiet family on reasonable terms. Address OWNER, Box No. 26, Tribune Office.

YOUNG WOMEN'S CHRISTIAN ASSOCIATION, 7 East 15th-st., has ARTISTS STUDIOS to LET to women. Apply to Janilor on Gruniaca.